

(b) (3) - P.L. 86-36

~~SECRET SPOKE~~

CATEGORY = 3

M = 204

MESSAGE = 02122114

ZCZCC04 3636EXD841 L00 LN NO. 069

PP1 [REDACTED] RDE  
[REDACTED] 08413 2571956

ZNY MMNSH

ZKZK PP ZLZ SSD DE

P 131903Z SEP 72

FM DIRNSA

TO NSA/UNIFORM WHISKEY NCR NMCC WHITE HOUSE

ZEM

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XXMM

ENP01F0072257 2/00/VCA/R68-72 SPOT REPORT FOLLOW-UP NR. 1 AND FINAL  
AVN/AVIA-A/I TWO MIG-21'S AND ONE U.S. F-4 SHOT DOWN, 12 SEPTEMBER (ALL TIMES  
ZULU)  
XXCC

FOLLOW-UP NR. 1 AND FINAL TO 24 [REDACTED] VCA/R621-72, 121230Z SEP FOUR NORTH  
VIETNAMESE AIR FORCE (NVAF) MIG-21'S REACTED TO ALLIED AIR ACTIVITY OVER NORTH  
VIETNAM BETWEEN 0237 AND 0325 ON 12 SEPTEMBER AND ACCORDING TO SIGINT RESULTED  
IN THE SHOOTDOWN OF ONE U.S. AIRCRAFT AND TWO MIG-21'S. TWO MIG-21'S REACTED  
FROM KEP AIRFIELD AT 0237 UNDER THE CONTROL OF THE KEP CONTROLLER. BY 0239 THE  
SENIOR GCI CONTROLLER HAD ASSUMED CONTROL OF THE FLIGHT AND ONE MINUTE LATER  
ORDERED THE MIG'S TO GO ON AFTERBURNERS. THEY WERE WARNED OF EIGHT \$HOSTILES\$  
TO THEIR RIGHT AT 60 DEGREES AND A DISTANCE OF 50 KILOMETERS AT 0242, AND, AS  
THE MIG'S WERE CLOSING, THEY DROPPED AUXILIARY TANKS. THE SENIOR GCI CONTROLLER  
CONTINUED TO VECTOR HIS AIRCRAFT TOWARD THE \$HOSTILES\$ AND WARN THEM TO BE  
ALERT TO THE REAR UNTIL 0245 WHEN THE \$HOSTILES\$ WERE \$CROSSING LEFT TO  
RIGHT...AHEAD OF YOU 25 KILOMETERS.\$ THE LEAD PILOT THEN TOLD HIS WINGMAN HE  
SAW THE EIGHT AIRCRAFT ON THE LEFT AND ORDERED HIM TO \$TAKE THE TARGETS ON THE  
RIGHT.\$ PERMISSION TO ATTACK WAS GRANTED BY THE SENIOR GCI CONTROLLER, AND AT  
0247 THE LEAD PILOT CLAIMED A SHOOTDOWN. THE MIG'S THEN BROKE AWAY TOWARD PHUC  
YEN AT MAXIMUM SPEED. AFTER PASSING OVER KEP AT 0250, THE WINGMAN SAID HE HAD  
TO RETURN TO KEP AND WAS GIVEN PERMISSION BY THE LEAD PILOT. THE SENIOR GCI  
CONTROLLER THEN BROKE IN AND WARNED THE WINGMAN TO PAY ATTENTION FOR \$TWO  
F-4'S\$ IN THE KEP AREA, AND THE WINGMAN EXCITEDLY ASKED IF HE COULD ATTACK. THE  
PHUC YEN CONTROLLER ATTEMPTED UNSUCCESSFULLY TO CONTACT THE WINGMAN AT THIS  
POINT, AND THE LEAD PILOT WAS UNABLE TO SIGHT HIM EITHER. THE LEAD PILOT  
LANDED AT PHUC YEN AT 0255. AT 0256, CONTROLLERS AT KEP AIRFIELD SIGHTED THEIR  
DOWNED PILOT'S PARACHUTE. TWO OTHER MIG-21'S TOOK OFF FROM HANDI GIA LAM  
AIRFIELD AT 0300 AND WERE VECTORED TOWARD A FLIGHT OF EIGHT TO TWELVE \$HOSTILES\$  
AIRCRAFT 120 KILOMETERS AWAY. BY 0308 THE \$HOSTILES\$ WERE 40 KILOMETERS AWAY,  
AND THE MIG'S DROPPED THEIR AUXILIARY FUEL TANKS AND WERE TOLD TO STAY ON  
AFTERBURNERS. AT 0309 THE SENIOR GCI CONTROLLER INFORMED THE LEAD PILOT THAT 12  
\$HOSTILES\$ AIRCRAFT WERE IN THE AREA, AND THE GIA LAM CONTROLLER ADDED THAT  
THEY WERE 30 KILOMETERS AWAY AND EXTENDED FOR 12 KILOMETERS. HE THEN GRANTED  
PERMISSION TO ATTACK \$IF YOU HAVE THE ADVANTAGE\$ BUT TO \$WATCH OUT FOR RAIDS  
BEHIND YOU AND AHEAD.\$ THE LEAD PILOT SIGHTED HIS TARGET AT 0311 AND WAS  
ORDERED BY GIA LAM TO ATTACK; HOWEVER, WITH THE U.S. AIRCRAFT MANEUVERING, THE  
SENIOR GCI CONTROLLER ORDERED HIS AIRCRAFT TO BREAK AWAY AT 0313. THE WINGMAN  
WAS NOT HEARD AFTER THIS TIME. BETWEEN 0314 AND 0319 THE LEAD PILOT CLAIMED  
THAT \$THEY ARE SHOOTING ROCKETS ALL AROUND\$ AND ATTEMPTED TO MANEUVER AWAY FROM

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1737

1922

OR

1923

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1321

1923

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HOSTILE\$ AIRCRAFT. AT 0315 HE CONFIRMED THAT HIS WINGMAN WAS HIT AND AT 0320  
AS GIVEN ORDERS TO RETURN TO GIA LAM WHERE HE LANDED AT APPROXIMATELY 0324.  
COMMENT, COLLATERAL CONFIRMS THE LOSS OF ONE U.S. AIRCRAFT ON 12 SEPTEMBER.  
XHH 500 08413 NNNH

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